

Today's Advertisements.

GOVERNMENT NOTIFICATION. No. 330.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on
MONDAY,
the 8th day of August, 1898, at 3 P.M., are published for general information.
By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 23rd July, 1898. (930)

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 8th day of August, 1898, at 3 P.M., by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, together with Building Material stacked thereon, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Containing in Acres.	Annual Rent.	Upset Price.
1st Lot.	On the left bank of the River, between the 1st and 2nd Bridges, and between the 1st and 2nd Streets.	11 ft. 11 in. by 11 ft. 11 in. by 11 ft. 11 in. by 11 ft. 11 in.	0.0000	0.0000	0.0000

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Steamship.

"TANTALUS,"
Captain Hannab, will be despatched as above TO-MORROW, the 2nd instant, at Noon.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 1st August, 1898. (881)

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship.

"FORTUNA,"
will be despatched as above on or about the 2nd instant.
To be followed by
S.S. "CRAIGHEARN," on or about 10th August, 1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 1st August, 1898. (838)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SUMATRANG AND SOERABAYA
THE Company's Steamship.

"CHUNSHANG,"
Captain Butler, will be despatched as above on WEDNESDAY, the 3rd instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 1st August, 1898. (928)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND SOERABAYA
THE Company's Steamship.

"CHELYDRA,"
Captain Davies, will be despatched as above on SATURDAY, the 6th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 1st August, 1898. (929)

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to their send in Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents,
Hongkong, 1st August, 1898. (1-1-4)

Intimations.

DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. (130)

TAKE NOTE

IT IS UNIVERALLY ADMITTED THAT
TO indicate the exact use of words, no
DICTIONARY can compare with the New
Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster's Dictionary, the latest and most
emphatic proof that Labor emula victis.

Intimation.



A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—
"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. (7)

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 1, 1898.

REUTER'S MESSAGES.

THE HEALTH OF PRINCE BISMARCK.
LONDON, July 29th.
Prince Bismarck is better, but the doctors are still in attendance.

GREAT BRITAIN AND CHINA.
Mr. Curzon (under Secretary for Foreign Affairs) speaking in the House of Commons said that Great Britain regards the assurances of China respecting the Yangtze valley as a definite and binding undertaking. That the Peking-Hankow railway had been granted to a Belgian Syndicate but that the Belgian Syndicate had not yet received the necessary sanction from the Russian Government.

GREAT BRITAIN AND THE UNITED STATES.
The New York Herald announces that steps are being taken in New York to promote the object of the Anglo-American League and a Committee has been appointed to take action towards the establishment of a powerful National organization.

THE "COSMOPOLIT" A TOTAL WRECK.
Messrs. Lantier Wegener & Co. have received the following telegram from Wladivostok:—"Cosmopolit" position hopeless bottom broken."

LOCAL AND GENERAL.

THE D'Arcy's Marriages will shortly reappear in the Far East.

A HAVAS telegram states that Major Esterhazy was arrested for forgery.

A ROGUE and vagabond with five "priors" was sent to goal to-day for three months.

A CHINESE servant of Major Duffin, Magistrate's Office, was today fined \$5 or 14 days.

CHOLEPA has made its appearance in Colombo, the patients being all coolie immigrants.

FOR pocket picking on the Canton Wharf a coolie was today sent to goal for 43 days.

A CUBAN coal trimmer to-day admitted being a vagrant and was ordered to the House of Detention.

It is stated that Capt. Thompson, chief signal officer to General Merrill, is to connect the different islands of the Philippines by cable.

It is rumored in naval circles that the China Squadron is to be strengthened by the addition of six battleships. The news seems too good to be true!

A MALAY quarter-master belonging to the s.s. *Guthrie* was to-day charged with stealing a gold watch and chain, an opal ring and several gold studs, the property of Mr. Finch, second engineer, Capt. Craig and Mr. Brien, third engineer. The charge was proved and a sentence of 4 months consecutively was imposed in each case.

A ROOM boy in the employ of Lieut. Wilkinson, R. A., was to-day charged by Sergt. Collett with the theft of a brown leather pocket book belonging to his master. It seems that another Auxiliary officer had lost a purse and while the sergeant was searching for that he discovered Lieut. Wilkinson's purse in the boy's box. He owned up to the theft and was sentenced to six weeks hard labour.

THE illegal possession of 23 tacks and 3 mace of raw opium resulted to-day in a Chinese servant being fined \$125, in default three months hard labour.

THE ladies of Olympia have decided to present to Admiral Dewey's flagship *Olympia* a complete set of fine linen for the dining room of the cruiser, to have the name *Olympia* embroidered in the corner.

THE London correspondent of the *Times* of Ceylon reports that Sarah Bernhardt has accepted an invitation from the Maharajah of Kapatthala to go out to India. She is to act at Bombay, Calcutta, and other large towns. The actress is passionately fond of sport, and will probably take part in a tiger hunt during her stay.

THE wife of a Javanese headman in the province of Madras has lost her senses to a peculiar way. Her husband has a son, a little child, by a concubine. The wife so hated the lad that she used to tie him up often, day and night, in the sun and rain without food of any kind. At last the police interfered and made inquiries, upon which she went mad. She is so emaciated now as not to be expected to live long.

It looks as if there would be any number of disputes shortly in the Manila hemp trade to be settled by law or arbitration, says a home paper. Several shippers have already declared their inability to fulfil contracts owing to the blockade and the war. April, May and June shipments of hemp are largely in default; there will be many questions as to dates of contracts, many parcels of hemp having changed hands ten or twenty times at hardening prices.

THE *Daily Chinese Press* states that it is reported from Foochow that, owing to the demand of the Japanese Government for a special Settlement for their own subjects, in the section south of the Nasal bridge and ending at its southern end, the British authorities have also demanded an extension of their Settlement to end at the northern foot of the above-named bridge. It is further asserted that the latter matter is being now conferred upon at Peking between the British Minister and the Tseung Yaméu.

It is proposed in Peking, says the *Daily Chinese Press*, to alter the entire metropolitan government, abolishing the six Boards and other Courts and substituting twelve bureaux or offices in their stead. The first of them to be the Office of Law and Administration. The scheme was ordered to be considered by the Council of State, the Tseung Yaméu, and the Board of Revenue who disapprove of it, saying it was too great a change, and it would not last. The Emperor is much displeased and it is said that he has resolved to put it into effect and has ordered the Council to reconsider the change. They have arrived at no conclusion.

In view of the opening of Yochow, Hunan, to international trade the gentry and nobles of the province have decided to establish a thoroughly efficient body of police, in order that when foreigners shall begin to arrive at Yochow there may be a reliable force of men to give proper protection to the "strangers from afar." In addition to engaging a properly qualified officer (Chinese preferred) to command the Yochow Police six natives who have served some years in the Hankow Municipal Police have recently been engaged by a *voluntarius* specially sent to Hankow for that purpose, and these men are to be appointed sergeants to drill and teach the recruits the duties of their profession.

A CASE that has just occurred at Liverpool is a warning to old residents not to cling to life too long. A pensioner aged 84, who plays the trombone in a Liverpool theatre, and has never missed a rehearsal or a performance for seven years, has been drawing an army pension for forty-five years. The War Office has suddenly come to the conclusion that he is not the real man to whom the pension was awarded in 1853, and has sent him a bundle of papers to fill up, and to get some person (or persons) to prove his identity. The only person who could do it was an old comrade who died three months ago, who was in the same regiment, and the old pensioner, it now in danger of losing his pension because he has outlived all his friends and relations.

In well-informed circles in Munich, writes the *Chronicle's* correspondent, there, the rumour is afloat that the Emperor Francis Joseph intends to abdicate after the Jubilee is over at the end of this year. The intention of His Majesty is supposed to have been prompted chiefly by the gloomy state of affairs in Austria. It is anticipated that serious measures, which may involve a curtailing, or suspension of the present Constitution in Austria, will become necessary early next year in order that the government may be carried on. His Majesty, it is further said, feels tired after his fifty years' eventful reign, and cannot reconcile himself to the idea of concluding his reign with an act of unpopularity such as it began with, when the Constitution was abolished in 1850.

ACCORDING to a home paper, it is interesting to note that Senor Sagasta, the Spanish Premier, is a Freemason. The atmosphere of Spain, however, has never been favourable to Freemasonry. For 170 years the institution has struggled against persecution and ostracism, and although at the present time Masonry is recognized by the Government, it is under the ban of the Church, and the 182 lodges in the country lead a feeble and futile existence. With regard to Cuba, when the Grand Lodge of Cuba and its subordinate were flourishing, the Mayor and other officers of Havana were members of the Order, but the oppressive measures of the Spaniards had its standard and arms consecrated by the direct representative of the Pope, and to wipe out Masonry, entirely in Cuba was part of the instructions and conditions, and it was done.

THE old Cunard steamer *Trynidad*, chartered by the German Government to carry 4,000 tons of coal to Kiaschow, arrived at Singapore on the 21st ult. Two other steamers of the same line on a similar errand are expected shortly.

P.C. BURCHILL to-day charged the master of a fishing-boat with being in possession of arms without a license in Aberdeen Bay. The "find" consisted of a German magazine rifle, several packages of cartridges and some revolvers. A fine of \$40 was imposed and the arms were confiscated.

THE fare of the warship *Royal Arthur*, a sister-ship to the *Grafton*, played a cricket match on Sydney Domain the other day. The umpires took things easy, and one bowler was not "dead on." Wide after wide was sent down unchallenged. At last, a ball pitched fully a yard out of reach compelled the batsman to apologetically ask "If that were not a wide?" Umpire Jack, quite unmoved, shifted his pipe three teeth round, spat musily, and said—"Never seen a widerer."

ACCORDING to an American paper the military authorities at San Francisco telegraphed to a Chinese firm in Hongkong over a month ago with regard to the supply of ten thousand pith helmets for the U.S. troops in the Philippines. If the firm was not able to supply the large order, at once a bid of a San Francisco hat depot to furnish ten thousand cork helmets at \$1.25 (gold) apiece was to be accepted. Are pith helmets contraband of war, or are they to be considered as "luxuries?"

MR. EDWARD's marine excursions to Waterfall Bay are meeting with decided success and those who possess monthly or season tickets are having a most enjoyable time. The steam launch *Schanda* leaves Pottinger Street wharf at 5.15 p.m. daily and on arrival at Waterfall Bay the party adjourns to a specially built bungalow where bathing suits and towels are supplied gratis. A number of swimmers are soon seen disporting themselves in the tempting water. The arrangements are admirable and all sorts of refreshments can be had at the bungalow. The enterprising promoter of these trips certainly deserves all encouragement, as they provide an excellent outing at a moderate charge and in a place like Hongkong where there is nothing but heat and discomfort ashore in the summer, a sniff of the briny in a commodious vessel should be warmly appreciated. We hope that Mr. Edwards will receive all the patronage he deserves in thus attempting to cater for the rational and healthy recreation of the public. To-day being Bank holiday there will be an extra launch leaving at 3 p.m. in addition to the usual 5.15 p.m. one.

THE *Kobe Chronicle* says:—Returns of the spinning companies now coming in for the half-year show how hardly they have been hit by the recent depression in trade and financial stringency. The half-yearly general meeting of the shareholders of the Melli Spinning Company, held on the 7th ult., declared the net profit for the half-year just ended at ¥104,844. After setting aside a sum to the reserve fund, and appropriating a certain amount to paying off losses suffered, the meeting decided to add the balance to the working fund of the Company without allotting a dividend to the shareholders. The Hiranu Cotton Spinning Company has declared a net profit for the half-year just ended at ¥114,216, and a dividend at the rate of 10 per cent per annum. The Sesshu Cotton Spinning Company has declared a net profit of ¥23,627 for the half-year, and a dividend at the rate of 7 per cent. The losses of the Temma Cotton Spinning Company, Osaka, for the half-year amount to ¥19,000, and therefore no dividend can be declared. The Settsu Spinning Company, on the other hand, has done very well, having declared a net profit for the last half-year of ¥2,006,573, and a dividend at the rate of 20 per cent per annum.

THE great drink question is constantly obtruding itself both in season and out of season, and, naturally enough, it includes the "drunks" Science has done something to relieve the troubles of those unfortunate—especially the respectable "drunks," but she might easily do a deal more. In the dark days of the unenlightened past giddy gentlemen returning home very late and very full had to grope wildly round for hours before they could find the bell-handle, or the key-hole—generally broken—the record of St. Boyle Roche's famous bird by appearing in about 200 places at once. Now, however, all that a tired citizen has to do in the case of a properly constructed house is to turn his back to the front door-post and fall up against the friendly button of an electric bell, and immediately the whole household is aroused and rushes to his rescue. With a little practice a man can fall on the right spot once or six times, but by making the button the site of a soap-pate, and covering it with luminous paint even a muddled bore could ring the bell as easily as he could fall off the ledge gate while sliding it through the myrtle arch of Kybosh. Speaking seriously, however, some idea of the awful importance of the drink question may be formed from the hideous fact that a German woman, one Frau A. A. Jurke, who died in 1880, lived for 40 years as a drunkard's thief, and a tramp. Professor Pellman followed up this woman's history, and found that her direct descendants now number 834, and out of those 709 have been traced in local records from youth to death. Of those 709, the Professor found that 102 were born out of wedlock. Also there were 142 beggars, and 64 others who lived upon charity. Of the women, 181 led dissipated lives, and amongst the men there were 76 convicts, seven of whom were sentenced to death for murder. In 75 years this fearful family ran up a bill of costs in poor-houses, courts, prisons, and correctional institutions which totalled no less than \$350,000! and which the respectable portion of the German public has had to pay.—*Exchange.*

THE final match in the Polo Tournament, R. A. v. The King's Own, will take place at 5.30 on Wednesday next, the 3rd inst. Col. Rowlandson and the Officers of the King's Own will be "At Home" on the ground.

THERE will be two performances of Lumiere's Cinematograph this and every other evening, one from 7.30 to 9 p.m. and the other from 9 to 10 p.m. On Saturday evening all available seats in the market were occupied and the audience appeared to be quite satisfied with the entertainment provided.

MR. F. W. Vane, the Acting Postmaster-General of Ceylon, has expressed himself in favour of that Colony joining the Imperial penny-postage scheme. He has no doubt that, when the change is made, the postage revenue there will recover in eight months any deficiency resulting from the reduction.

THE port improvements at Delagoa Bay are to cost £1,000,000, of which £700,000 has been subscribed by a French and Portuguese syndicate. The work consists of a deep sea wall and the reclaiming of 342 acres of valueless mud-banks, uncovered at low water, and reaching from Reuben Point to the Customs Pier.

It is reported that not a few of the students in Tokio have been cultivating the disgusting practice of spitting at passing cyclists whenever an opportunity offers. Some of their number will give way to this playful habit once too often, and then there will be less readiness to afford evidence of the superiority of the schoolboy.

THE WAR.

ARRIVAL OF THE "ZAFIRO."
The U.S. despatch-boat *Zafiro* arrived to-day from Manila and according to reports brought by her there is no important change to chronicle in the position of affairs.

COMMODORE WATSON'S SQUADRON.

The Eastern Squadron, formed to carry the war to the Spanish peninsula is composed of nine vessels: Flagship *Newark*, protected cruiser; the *Oregon* and *Iowa*, battleships; the *Yankus*, *Dixie* and *Yosemite*, auxiliary cruisers; and *Schanda*, *Abayanda* and *Alexander*, colliers. The list of warships and accompanying ships is as follows:—
Oregon, First-class battleship, 10,288 tons, 4 12-in., 8 8-in., 4 6-in., and 30 smaller guns, 1,600 men, 184-in. armour, Captain Chas. E. Clark.
Iowa, First-class battleship, 11,401 tons, 4 12-in., 8 8-in., 6 4-in., and 28 smaller guns, 500 men, 14-in. armour, Captain Robley D. Evans.
Newark, Protected cruiser, 4,098 tons, 12 6-in. br.-loading rifles, and 12 smaller guns, 270 men, and 2-inch armour on deck, Captain A. S. Barker.
Yankus, Auxiliary cruiser, 4,659 tons, 22 guns, 5-in. and smaller, 350 men, Commander W. H. Brownson.
Dixie, Auxiliary cruiser, 4,619 tons, 22 guns, 5-in. and smaller, 350 men, Commander C. H. Davis.
Yosemite, Auxiliary cruiser, 4,522 tons, 22 guns, 5-in. and smaller, 350 men, Commander W. H. Emory.
Schanda, Collier, Commander E. W. Watron.
Abayanda, Collier, Lieut.-Com. W. H. Buford.
Alexander, Collier.

The foregoing vessels comprise Commodore Watson's squadron, which has been detached for the purpose of striking a blow at the Spanish coast. Of the vessels which comprise this fleet, the *Oregon* and *Iowa* are among the finest fighting ships ever launched. The *Yankus*, *Dixie* and *Yosemite* were formerly the *Morgan* line steamers *El Nord*, *El Sud* and *El Sol*. They have been fitted out with a powerful armament, are swift, have large coal capacity, and will probably do enormous damage to the Spanish coasting trade. They can overhaul almost any Spanish merchant vessel, and with their present batteries are prepared to fight any Spanish warship they are likely to encounter.

The speed of the squadron is crossing the Atlantic will be governed entirely by the colliers, which are simply large ocean freight steamers of relatively slow speed. The squadron, however, ought to be heard of off the coast of Spain within two weeks after sailing at the earliest. Should Admiral Camara, of the Cadix fleet, encounter Commodore Watson's squadron, it will be safe to predict that there will be a stubbornly fought naval engagement.

The determination to send this squadron against Spain was the outcome of direct official advice received at the state and navy departments as to the progress of Admiral Camara's squadron, which consisted, according to the official list, of the following ships:—*Pelayo*, *Carlos V. Audaz*, *Osada*, *Proserpina*, *Patrola*, *Rafido*, *Buenos Ayres*, *Isla de Panay*, *Colón*, *C. de Venadillo*, and *San Francisco*. The squadron is the most formidable Spain has raised in total tonnage, strength of individual ships, armor and guns.

The *Pelayo* is the strongest of the ships, and is the only battleship in the Spanish navy. She is 9,900 tons, with a speed of 16.7 knots. She carries thirty-five guns of various calibre and has several torpedo tubes. The largest guns are the twelve inch Monteblos, one forward and one aft, and eleven-inch Monteblos, one on each beam.

The *Carlos V.* is of 8,000 tons, with a speed of sixteen knots. She has twenty-eight guns, the largest being 11-inch Monteblos, worked electrically, one forward and one aft. She has also six torpedo tubes.

The *Andas* and *Osada* are torpedo boat destroyers, finished in England just before the war began. They are of 400 tons each and are thirty knot boats. Each carries six guns and two torpedo tubes.

The *Buenos Ayres* belongs to the Transatlantic Company of Cadiz, and has been transformed into a cruiser. She is 5,200 tons and has a fourteen knot speed.

The *Proserpina*, *Patrola* and *Rafido* are North German Lloyd steamers, recently armed. The *Colón*, *C. de Venadillo* and *San Francisco* are armoured cruisers.

It is apparent from this that the main reliance of the fleet is on the battleship *Pelayo*, the armoured cruiser *Carlos V.* and the two torpedo destroyers *Andas* and *Osada*. The others are auxiliary cruisers and colliers.

"I would go with you to the end of the earth," he asserted passionately. "Not with me you wouldn't," she replied coldly. "Why not?" he demanded. "For two reasons," she answered. "One is that I'm not going, and the other is that there isn't any." When one meets the prosaic new woman one has to be careful what he says.

ROMANCE OF JOSE RIZAL.

MARTYR OF MANILA.

Whatever may be the ultimate fate of the Philippine Islands, the death of Dr. José Rizal will be remembered as an exquisite piece of heroic martyrdom. His life was filled with romance. He was a leader in the uprising against Spanish tyranny, and the love of his native country took precedence over all else.

Rizal was not an adventurer. He was a man of culture, a learned physician, and a president of the Manila University was looked upon as a leader in the educational and scientific, as well as the social life of his "beloved Filipinas." But above all he was a lover of equality. Spain's yoke did not chafe his shoulders, but he looked about him, and saw that his fellow-countrymen were not so fortunate. "Why should my lot be different from theirs?" exclaimed this impetuous South Sea Islander.

No idle dreamer was this man. It is true he was a poet, but he was a poet of humanity. He did not view life through rose colored glasses. He looked the world squarely in the face, and his muse held a scalpel in her hand. He tore the bandage from the blinded eyes of justice, that she might see the hypocrisy, the cruelty, the oppression which surrounded her. He was not satisfied in his own mind that the pen was mightier than the sword. "I will fight," he said. And he fought with both.

A PROPHET.
As a revolutionist he at once became prominent. The natives of the lower class regarded him with superstitious awe and reverence. They said he was favored of the gods. It was while living in exile at Berlin, on the island of Dapitan, that Dr. Rizal met the woman who became his wife and his widow in one day—December 6th 1895. On that day he was led out in the prison yard at Manila, and shot to the back.

Just before his execution he prophesied that if the sentence of death was carried out Spain would lose the Philippines within ten years. He little dreamed that in less than eighteen months the gallant Dewey would enter Manila Harbor and humble Spain in the dust.

The romantic marriage in Manila prison was one of the notable events in the career of this remarkable man. The bride was born at Hongkong, although her parents were European. Her father was in poor health, and in August, 1894, he accompanied him to Manila, where it was thought the climate would be beneficial. After a sojourn of six months at Manila they journeyed to Berlin, where Dr. Rizal was called in as attending physician.

It was a case of love at first sight, and ultimately the engagement was announced. Upon promise of his freedom Dr. Rizal was tricked into returning to Manila, where he was placed on board the Spanish cruiser *Castilla* and conveyed to Spain.

On arriving at Barcelona he was detained by the authorities, who declared that he was one of the chiefs of the Katipunan and ordered that he be sent back to Manila for trial.

The time of execution was fixed for December 6th. At six o'clock on that fateful morning Miss Tauser was admitted to his cell. A priest was in attendance upon the condemned man. In two hours the execution would take place.

THE EXECUTION.

Dr. Rizal, seized with a sudden inspiration, proposed that a marriage ceremony be performed, to which Miss Tauser eagerly assented. And there, with the early rays of the tropical sun streaming through the little barred window of the cell, reciting like a benediction upon the heads of the sad little group, the solemn words were spoken which joined the lovers in the holy bonds of wedlock.

"Till death do us part" repeated the bride and groom. A stifled sob burst from the throat of the sombre robed priest.

The wife remained with her husband until the summons came. Then they led her away, Dr. Rizal was conducted to the place of execution. He remarked that he freely forgave all those who had done him evil as he hoped for forgiveness himself. There was no tremor in his voice as he spoke. A hush fell upon the group of soldiers as he proudly asserted his martyrdom and predicted the down-fall of Spanish rule.

At last the fatal moment arrived. The order was given to fire. There was the rattle of musketry, and the rigid body of the hero of the Philippines lay on the ground. The executioner pronounced him alone dead. Seven Spanish bullets had penetrated his back and ploughed their way through the vitals.

A week later the widow set off on foot for the rebel camp at Imus. She was hailed as a modern Joan of Arc, and was received with a great demonstration. She assumed command of a company of insurgents armed with rifles and

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID.	TO-MORROW, 2nd August, at 4 P.M.
IZUMI MARU	Kobe and YOKOHAMA.	THURSDAY, 4th August, at 4 P.M.
SENDAI MARU	VLADIVOSTOK, via SHANGHAI, CHIFU, CHENULPO, NAGASAKI, FUSAN and GEMAN.	FRIDAY, 5th August, at Noon.
KINSHU MARU	SEATTLE, WASH., U.S.A., via Kobe and YOKOHAMA.	SATURDAY, 6th August, at 4 P.M.
MAISUYAMA MARU	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 12th August, at Noon.
KAMAKURA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 16th August, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 29th July, 1898.

[6]

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anemia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & Co.

Hongkong, 11th September, 1896.

[37]

CARBOLINEUM-AVENARIUS

Used for over 20 years. With the utmost success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINHARTMAN & Co., Hongkong, 11th September, 1896.

[19]

KUHN & KOMOR, JAPANESE FINE ART CURIOS.

21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA and 36, DIVISION STREET, KORE.

[24]

MEE CHEUNG, PHOTOGRAPHER.

Top Floor of Ice House, in the House.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS as usual.

Hongkong, 22nd September, 1896.

[45]

DENTISTRY.

D. R. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 8, Queen's Road Central, Hongkong, 9th February, 1898.

[52]

SIEN TING, SURGEON DENTIST.

No. 10, D'AGUIAR STREET. TERMS VERY MODERATE.

Hongkong, 27th September, 1896.

[43]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 14th May 1896.

[39]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENSIN.
THE Company's Steamship
"HUNAN,"
Captain Fessler, will be despatched as above TO-DAY, the 1st August at 3 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th July, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship
"PAKLING,"
Captain H. L. Allen, will be despatched as above TO-MORROW, the 2nd August at Daylight.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 29th July, 1898.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship
"HAIKAI,"
Captain Hall, will be despatched for the above Ports TO-MORROW, the 2nd August, at 4 A.M.
For Freight or Passage apply to DOUGLAS & FRANK & Co., General Managers.
Hongkong, 30th July, 1898.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"GUTHRIE,"
Captain Craig, will be despatched for the above Ports TO-MORROW, the 2nd August, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 29th July, 1898.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR AMOY AND TAMSUI.
THE Company's Steamship
"FORMOSA,"
Captain Douglas, will be despatched for the above Ports, on WEDNESDAY, the 3rd August, at Daylight.
For Freight or Passage, apply to DOUGLAS & FRANK & Co., General Managers.
Hongkong, 30th July, 1898.

HAMBURG-AMERICA LINE. (EAST ASIATIC SERVICE).
FOR LONDON, HAMBURG AND ANTWERP.
Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.
THE Company's Steamship
"ASTORIA,"
Captain Hahn, will be despatched for the above Ports on WEDNESDAY, the 3rd August, at Daylight.
For Freight or Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, 29th July, 1898.

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"SIKH,"
will sail on or about the 13th August, 1898.
S.S. "ARGVILL" 31st Aug., 1898.
S.S. "MACDUFF" 15th Sept., 1898.
S.S. "GHAZEE" 30th Sept., 1898.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 29th July, 1898.

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"BENLEDI,"
Captain Farquhar, will be despatched as above on or about the 13th August.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 30th July, 1898.

SAILING VESSELS.
FOR NEW YORK.
THE "A. I. Norwegian Bark
"PRINCE ARTHUR,"
Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.
For Freight, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, 12th July, 1898.

FOR SAN FRANCISCO.
THE "A. I. British Ship
"HAWTHORNE,"
Graig, Master, now loading here for the above port and will have quick despatch.
For Freight, apply to SHAW, TOMES & Co., Agents.
Hongkong, 14th July, 1898.

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.
PROPOSED SAILINGS FROM HONGKONG.
FOR VICTORIA, B.C., AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.
Olympia | 2,603 | T. H. Dobson ... | Aug. 6.
Columbia | 2,605 | A. Gow ... | Aug. 23.
Tacoma ... | 2,549 | A. Dixon ... | Sept. 17.
Victoria | 3,157 | J. Truebridge ... | Sept. 27.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.
Braemar | 3,601 | E. Foster ... | Aug. 13.
Mogul ... | 3,554 | W. H. Wright ... | Sept. 10.
Braemar | 3,601 | E. Foster ... | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £38.
Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 29th July, 1898.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).
THE Steamship
"COROMANDEL,"
Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo in a steamer proceeding direct to Marseilles and London. For Cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 29th July, 1898.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Prins Heinrich ... | Wednesday | 17th Aug.
Prinzess ... | Wednesday | 14th Sept.
Darmstadt ... | Wednesday | 12th Oct.
Sachsen ... | Wednesday | 9th Nov.
Bayern ... | Wednesday | 7th Dec.
Prins Heinrich ... | Wednesday | 4th Jan. 99.

ON WEDNESDAY, the 17th day of Aug., 1898, at 6 A.M. the Company's Steamship "PRINZ HEINRICH," Captain O. Clippert, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon on Monday, the 15th August. Cargo and Specie will be received on board until 5 P.M. on Tuesday the 16th Aug., and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 16th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Liqueur can be washed on board.
For further Particulars, apply to MELLERS & Co., Agents.
Hongkong, 20th July, 1898.

THE CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 20th July, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 13th Aug., at Noon.
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 1st Sept., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 20th Sept., at Noon.

THE Company's Steamship
"COPTIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th August, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu; and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 22nd July, 1898.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 12th July, 1898.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897.

Printed and Published by ETHELBERG FORBES SKERTCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

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